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TO: Approved For Release 2002/06/24 : CIA-RDP99B00048R000100050001-2
Director, OSA 8 January 1965

25X1A

FROM: Chief of Station, [REDACTED]

SUBJECT: Commander's Report on Operation [REDACTED] 20 Nov 1964 to 25X1A
23 Dec 1964

I PREPARATION

A considerable amount of time and effort was expended over a long period of time in preparing for the [REDACTED] exercise. It was originally 25X1A
planned that the deployment would take place in September or October, there-
fore, we were in very good shape at the time the deployment actually occurred
in late November. Due to anticipated difficulties in obtaining resupply,
because of distance and the fact that there is no regular aircraft transport
into the area, a special effort was made to insure that no item was over-
looked.

The planning meeting which took place in [REDACTED] in early 25X1A
August 1964, provided a tremendous advantage in firming up support require-
ments, support aircraft movement plans and areas of responsibility. The
improvements made in comparison to the first [REDACTED] exercise were very 25X1A
significant and it was very gratifying to all Detachment personnel to ob-
serve the extra effort and expense which was expended and which resulted
in significant improvements in support equipment and creature comforts.

The advanced party did an excellent job of getting the support equip-
ment set up and operational prior to arrival of the remainder of personnel.
On stagings where sufficient time is available to provide this advantage,
it is considered advantageous to utilize a [REDACTED] for this purpose. 25X1A

II DEPLOYMENT

An effort was made to adhere as closely as possible to the published
deployment schedule for support aircraft. The arrival at [REDACTED] and 25X1A
loading of support aircraft went very smoothly but the proven unreali-
ability of the C-133, which was used on this staging, resulted in numerous
delays enroute and consequently some late arrivals at destination, [REDACTED] 25X1A
It required a total of four aircraft to haul one load of equipment from

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[REDACTED] There were six or seven prop changes on the first
three of these aircraft used to haul this one load, plus some other prob-
lems. Climb restrictions, which have been imposed on the C-133 in freez-
ing weather, resulted in departure delays from USAFE. In addition to the
additional time required to move equipment from one location to another,
the numerous loadings, off-loadings and reloadings imposes unnecessary
wear and tear and increases the possibility of damage to the equipment.
The only advantage of the C-133 is the heavy load that it is capable of
carrying which reduced the total numbers of aircraft required, and there-
fore lessened the total number of diplomatic clearances necessary. The
C-133 is a very poor aircraft for hauling passengers due to the complete
lack of heat in the cargo compartment. The advanced party, plus the two
VOR technicians and the support aircraft briefing officer at [REDACTED] 25X1A

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consisting of a total of 13, were transported on one of the C-133's. If at all possible, it is recommended that personnel be airlifted by other means in the future. Furthermore, if the C-133 is to be used again for transporting equipment, it is obvious that several days should be planned for probable enroute delays because of the unreliability of this aircraft. The time allowed to get the equipment in place on [] was almost adequate and fortunately did not delay the commencing of operational activity. 25X1A

Initially, it was planned that Article 342 would be deployed as the operational aircraft utilizing buddy tactics with the KC-135. It was necessary to alter these plans because of the loss of the canopy on a local flight, due to material failure, which resulted in FOD to the engine from parts of the canopy going through the engine. Article 359 was then selected as the operational aircraft and a ferry flight from [] was accomplished by [] who was on TDY at that location. The flight was uneventful but we were concerned over oxygen leaks discovered in the seat kit which precluded our use of it on operational missions. It was also discovered that the URC-4 was not operational and there was wearing apparel in the seat kit with property of US Air Force stenciled thereon. 25X1A

III FACILITIES AND EQUIPMENT

Facilities:

a. The facilities at [] are now considered good to excellent except for the runways. The long primary runway is extremely rough and was a matter of serious concern since it is possible to damage an aircraft, even with a smooth landing. The short runway, which was reported to be 5,000 feet, was measured several times by use of vehicles and found to be approximately 4,200 feet. It was used for all takeoffs but we were unable to use it for landings due to a high barb wire fence on one approach and existing tail winds from the other. There is a smooth area on the long runway, approximately 1,000 feet long, and the pilots were able to make the initial touchdown on the smooth area and no damage occurred to the aircraft during this exercise. 25X1A

b. The hangar and operations facilities were adequate. The curtains for the front of the hangar which were prepared prior to departure proved to be an excellent fit. The two special equipment trailers provided all of the additional requirements for shop space. The decision to leave all these trailers in place at [] is considered a very good one since they are not needed at [] and will be in place for any future operations at []. 25X1A
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c. The quarters at [] are very adequate. The rooms accommodate two persons very comfortably without crowding. There were sufficient rooms available to house all detachment and USAFE personnel. 25X1A

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a. The support equipment for this exercise was in good shape.

(1) There were some equipment deficiencies on the O-11B firetruck but most of these were overcome and the fire department provided good coverage on all aircraft takeoffs and landings.

(2) The five vehicles provided by USAFE were in comparatively good condition. The fuel trucks operated well and presented no problems. There were no transportation problems.

(3) The water purification plant provided an abundance of good water for human consumption. There was an adequate supply of water from the normal system for bathing and all other uses.

(4) The kitchen equipment was adequate and the food provided was excellent. There was a good variety of menus and everyone was very pleased with tasty nutritious meals. During the very short period prior to the arrival of fresh foods from USAFE, some fresh foods and soft drinks were provided by [] which were a welcome addition.

(5) The portable VOR operation was excellent and the pilots were able to pick it up approximately 200 NM out. A new VOR has been installed at [] This unit might prove to be adequate for operations conducted during certain times of the year, however, if local weather is anticipated it is very desirable to have a unit located on the operating base.

(6) The electrical requirements were handled adequately by the four 60KV and two 10KW generators. A standby back-up was available at all times.

(7) Laundry facilities were adequately provided for with washers and dryers and the indigenous personnel providing manpower to accomplish this chore. This was an unexpected advantage which was not anticipated.

(8) All other support items were satisfactory.

b. The support equipment listing, which was agreed upon at the August meeting at Headquarters USAFE, is considered very good. In reviewing the list with [] after completion of [] we were unable to pin point any significant amount of equipment that could be recommended for elimination on subsequent operations at that location. It would be acceptable to eliminate some of the immersion water heaters, one water trailer and possibly one vehicle if the same number of [] owned jeeps are deployed.

c. One phase of this deployment that warrants special mention is the arrival and departure times of support aircraft coming from both the east

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and west to [redacted]. The briefing flimsies, provided by Headquarters, for use by the briefing officers at [redacted], were an excellent aid to the Support Crews and left little to be desired in the way of information. The briefing officers did an outstanding job of briefing these air crews as evidenced by the timely arrival at the check points when entering [redacted]. This timely arrival at check points was mentioned on several occasions by both KUBARK personnel and [redacted] at [redacted]. In contrast to the problems encountered on [redacted] this particular problem was handled in a very professional manner and made a very smooth operation. This we are sure was very much appreciated by the [redacted].

IV OPERATIONAL PHASE

The operational portion of the exercise went very smoothly and was completed during a period of only two weeks time. All necessary information was received well ahead of the time needed except the following:

- a. Cover story.
- b. List of emergency airfields.
- c. Number and disposition of overlays.
- d. Code word and frequencies for emergency rescue of pilot in denied territory.

The cover story is an item that is virtually always late in spite of the fact that it usually ends up practically identical to the previous one.

There were three operational sorties needed to complete the requirements of the exercise. The three sorties flown were successful and provided broad coverage. There was one air abort due to a System XIII malfunction and one cancellation due to weather. We were extremely fortunate on target area weather with the first mission reported as 98 percent clear by [redacted] and the other two approximately 75 percent.

Navigation over the [redacted] targets is unquestionably the toughest of any area that we have covered. The area looks different to the pilot from one period of the year to the next, due to difference in size of rivers, amount of snow and overall appearance. The pilots did an excellent job in adhering to the planned flight lines. [redacted] experienced a little difficulty on two flight lines due to cloud cover and difficult terrain but fortunately he was able to relocate himself and lost only a small amount of the scheduled coverage. This was his first operational mission and am confident that he will do even better on future missions.

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Coordination with the [] is considerably more exacting than we have ever experienced before. Initially, the insistence by [] that they be allowed to view the route prior to the mission, created a problem, and resulted in at least a half dozen meetings on this subject. In spite of the difference on this point, the get togethers were very amiable and ultimately our perseverance won out. We gained considerably in this instance, by holding firm to our position for our relationship with [] could not have been better by the time we departed. These people are obviously very sensitive [] and are suspicious by nature until they gain confidence and begin to feel that they are being given fair treatment. The coordination at the local level must be handled with the utmost care. It is apparent that [] is given considerable authority and in many matters can speak for the [] where these operations are concerned. He is a valuable person to have on our side and it is my belief that the next operation can be laid on much easier than the two previous ones.

V SUPPLY

There were a total of only ten items issued from the [] during this exercise. The [] proved to be very adequate and there was not a single item that had to be requisitioned for resupply. This was particularly desirable at this location due to difficulty in obtaining airlift without setting up a special flight. The low consumption of spares attests to the excellent condition of Article 359 which was provided by []. All reparables were returned on the C-130 with detachment personnel and kit shortages will be added to bring the kit up to as near 100 percent as possible. The [] and other support equipment will be moved to [] approximately 15 January 1965.

VI LIFE SUPPORT

Medical.

a. The dispensary was set up with the arrival of the advance group. Facilities were good. [] lived in a room which was also used as the dispensary so as to be readily available to render medical assistance. Medical problems were minimal and routine with the exception of a C-130 Load Master who arrived at [] with an active case of Hepatitis. This NCO was evacuated to [] for hospitalization.

b. Sanitation was good. Trash was burned, garbage was buried, and sewage was disposed of into acceptable septic tanks. Only one rat was seen and it was trapped immediately thereafter. Wild dogs and jackals, although they were originally a problem, were brought under control by []. The kitchen and mess facilities were kept especially clean and neat. The general cleanliness of rooms, linen, laundry, and working facilities was good.

c. Water for drinking (including ice) was filtered and disinfected.

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The bacteria count of the treated water was zero. The untreated water produced a bacteria level of "Too Numerous to Count." At no time was there a shortage of water for drinking or washing. The ice supply was adequate.

d. Food was excellent. It was well prepared and of an infinite variety. Well balanced and tasty meals were the high points of the day. Food storage was remarkably well handled.

e. Morale was consistently high even though there was no opportunity to leave the base proper. In addition to the above, this was attributed to the heavy operational work load, good recreational facilities, and well handled mail.



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Personal Equipment.

a. Shop facilities for the P.E. section were adequate but did have certain short comings. The room was well lighted, air-conditioned, and easily cleaned. A minimum of work bench space and the absence of shower facilities were serious deficiencies.

b. The manner in which P.E. gear was supplied caused some problems for us. [] was not able to provide us with seat packs. The resultant "last minute" requirement for seat packs resulted in their late arrival. Also, the seat pack used by [] for aircraft ferry to [] had severe regulator leakage and was unsafe for flight. Fortunately, there was no flying requirement while we were incapacitated.

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c. The pilot transport jeep functioned well throughout the TDY. The only problem is a severe front end shimmy at over 20 mph. The previous problem with the air conditioner and generator was alleviated by [] personnel. Instructions for the proper use of this vehicle and inventory of the contents are now attached to the jeep.

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d. Our zenith transoceanic radio and the pilots' seat from the transfer jeep were stolen while equipment was in storage at []

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Survival.

a. Several problems in Survival/Evasion came up on this deployment concerning survivability in the event of crash landing or bailout over the area of interest. These problems result from the altitude of the terrain. The solutions are under study.

b. Permission Survival/Evasion training could be improved for this part of the world.

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VII SUMMARY

25X1A This was a very good exercise and there were very few significant problems that affected the outcome of the mission. There was an excellent team spirit that prevailed throughout the operation and the USAFE personnel were well qualified and an integral part of the team. [] and several of his people indicated that they would volunteer for the next exercise at []. Morale was very good during this operation which was largely due to the significant improvements provided by Headquarters. The support equipment provided by USAFE is considered by both [] and myself, to be a very good selection and there are only a very few items that could be recommended for deletion on the next operation. In my estimation this base is now on a par with []. The R&R facilities at [] are much more limited but this was no problem on [] III due to the busy schedule and the short duration.

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The entire detachment was very favorably impressed and extremely grateful to headquarters for the obvious efforts made in returning the personnel home prior to the holidays.



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